



Special

Sale all this week
on Pure Soap
Kewpies, only

10c

Also for these cold nights—guaranteed **\$1.50**
hot water bottles

Headquarters for Doctors' Prescriptions

THE BUSY DRUG STORE

C. P. DUNN, Mgr.

Phone 660



Motor Delivery

LADIES' REST ROOM

U. S. Food Administration License No. G-44461

COMPARE

Our prices with those you have been paying elsewhere, and then buy where your money goes farthest.

Friday, Saturday and Monday SPECIALS

1 lbs. Fancy Pink Beans	.....\$1.00
10 lbs. Blackeyed Peas	.....\$1.00
4 cans Pork and Beans	.....25c
Fancy Seeded Raisins, per package	.....10c
1 lb. Fancy Peas (dried)	.....15c
2 lbs. Prunes	.....25c
2 lbs. Choice Dried Peaches	.....35c
Matches per box	.....5c
2 large 10c Rolls Toilet Paper	.....15c
11 bars Crystal White Soap	.....90c
1 lb. Kersey or Eastlake Oleomargarine	.....33c
1 lb. Premium or Silver Churn Oleomargarine (the finest made)	.....37c
Butternut Bread	.....8c
Fancy Bacon Ends, lb.	.....38c
16 lbs. Fancy Flagstaff Spuds	.....50c
100 lbs. Flagstaff or California Spuds	.....\$2.75

IT PAYS TO PAY CASH AT

BAYLESS GROCERY Co.

225 East Washington St.

Phones: 1587, 3545

JAPANESE EMPIRE LIKELY TO BECOME MARITIME POWER

BY FREDERICK J. HASKIN
WASHINGTON, D. C., Jan. 17.—The United States is not the only country which is creating a ship-building industry to meet war needs. The Japanese yards are also making ships and millionaires, who promise to exert an important influence on the future of Nippon.

At the beginning of the war Japan had several shipyards, but they were more ornamental than useful, doing little work and looking upon more as a government hobby than anything else. For they were subsidized by the government, in spite of the fact that almost all Japanese shipping much lower price than it could be built in Japanese yards. Later, the government had reason to congratulate itself upon what for years had appeared to be a somewhat reasonable subsidy.

When the demand for ships came in 1915 Japanese shipyards were ready. The value of shipping rose so rapidly that there was no longer any danger of European competition, even if Europe had been in the position to compete, which, of course, it wasn't. The shipyards of Great Britain, most efficient in the world, could not supply their own war demand. Japan was not long in recognizing its opportunity. By the end of 1915 eighty-eight ships with a total tonnage of 481,000 tons were in the process of building in Japanese shipyards.

Since then many other yards have opened up, carloads of machinery have been imported, thousands of men trained, millions paid in dividends. It is estimated that there is now 238 shipyards in Japan, turning out on the average of two hundred thousand tons a year and preparing to turn out three hundred thousand before long. It is not known how many ships have been sold outright to the Allies, but it is known that Japanese ships are carrying much war cargo; that Japan now stands fifth on the list of the world's marines.

As a matter of fact, shipbuilding is not a new industry in Japan; it is old as the country itself. Where these modern shipyards build huge steel bottoms, the ancient Japanese once built sturdy wooden boats. Today the word "maru" signifies ships, but the word actually means round. Historians believe that this word has come down from the time when the ship-building of Japan was confined to found tub-like boats such as were used in the primitive days of man and are now to be found only in museums and on the Tigris and Euphrates. At any rate, some of the earliest battles fought in Japanese history were fought with large fleets of wooden ships.

At the end of the sixteenth century Japanese ship-builders were experts in their line. They built ships several times as large as the junks now so common on the coasts and rivers of Nippon, much sturdier than that which carried Columbus safely to America and quite as commodious as the Dutch Portuguese ships of that period. Came to Japan, also, about this time an English pilot by the name of Will Adams, who proceeded to settle there and teach the ship-builders all he knew about shipbuilding. Under his able direction, the ships grew bigger and sturdier, capable of long voyages, and Japan carried cargoes to such places as Korea, South China, India, Siam and Java, and there were said to be at least one trip was made to Mexico.

Japanese sailors became famous all over the Pacific for their ability and daring—a fact which led more than one of them into unexpected adventures. Thus it happened that Yamada Nagamasa, the captain of a vessel that carried cargoes between Japan and Siam, noted for his comely appearance and reckless bravery, attracted the attention of the queen of Siam. This lady became so enamored finally that she poisoned her husband in order to make Yamada king. Yamada's dangerous career for Yamada, already in love with a royal Siamese princess, he carried his bravery a little too far and spurned the advances of the queen, married the princess and settled down as viceroy of an important Siamese province. Shortly a wedding present came from the queen—an ordinary Siamese trinket presumably—but Yamada was found dead.

Whether due to such incidents as this or to the heavy immigration from Japan, the shogunate decided in 1636 to adopt its famous policy of exclusion. All foreigners were at once notified to leave Japan, while the Japanese themselves were forbidden to go to other countries. To insure obedience to this mandate, every ship capable of an ocean voyage was ordered destroyed except two, which were kept as souvenirs by the government. Royal edicts were issued, prohibiting the building of any but the smallest junk to be used in coastwise trade, and incapable of long voyages. So ended this romantic period of Japanese shipping, sea exploits and foreign trade, inspired to a great extent by an Englishman, Will Adams.

For two centuries ship-building in Japan was merely junk-building and then, in 1854, the industry was again started by the government, which had destroyed it. There had been a war with China, which had shown the Japanese their own great need for ships. Government subsidies were provided for shipyards, bounties offered to every man who owned a ship.

The ship-yards constructed on account of this inducement were not an important success. Not only did they fail to meet the competition of those of Great Britain, but Japanese laborers showed a positive physical unfitness for steel construction. The government aid to ship-owners, however, resulted in the gradual increase of Japanese shipping until by 1905 it represented one-eleventh of the world steam tonnage.

It took the European war to put the shipyards on their feet. Through

INSTANT POSTUM
an excellent drink
for those who have
a tendency to
indigestion



Catering to all
is a hard matter
But it's our specialty



MEN'S HATS

Broken lines at \$1.75 and \$2.25, but indeed a real bargain if your size is here.

All Men's Golf Shirts reduced to Special January Clearance Sale Prices
MOTHERS—Take advantage of the Special Reductions in our Boys' Department on Suits, Overcoats, Makinaws, Shirts and Trousers.

TWO DAYS MORE

—OF—



The Men's Wear you
buy here will be
Right

Right in season and
Right in Price

JANUARY CLEARANCE SALE

—ON—

Men's Suits and Overcoats

Two days more in which to avail
yourself of this wonderful opportunity
of getting Genuine

KUPPENHEIMER and SOPHOMORE
CLOTHES

SPECIAL **\$18.75** VALUES UP TO
AT.....**---\$30.00---**

MEN'S FLANNEL SHIRTS

Khaki and grey colors in all sizes—

Special, each.....**\$2.50**

If Japanese ship-builders have been able to master the technicalities of the industry; they have been able to substitute machinery for the heavier construction in place of workmen, and the tremendous demand for cargo ships has enabled them to standardize their construction—always a great economy in ship-building as in everything else. In addition to their big war profits the ship-builders were still subsidized by the government last year to the extent of a million and a half dollars, while the bounty paid to ship-owners rose to \$2,616,144.

Forty thousand skilled workers are now employed in the industry. Many smaller but equally profitable industries have grown up around it, including even steel rolling mills. For the war has also taught Japan some valuable facts concerning the manufacture of steel, which should cut down the importation of that material in the years to come. China, of course, must supply the iron and coal, but Japanese statesmen have seen to that.

Thus the end of the war will see Japan once more ready to take a prominent part in marine affairs. Probably there is something in the old bromide about history repeating itself, for here in the beginning of the twentieth century we find Japan building many ships, carrying many cargoes and developing many navigators, just as it did in the sixteenth century. The only difference is that now the ships are steel, and there is more money in it.

Closing of the manufacturing for five days, decided upon by the government, will have a direct effect on local industries dependent upon the supply of tin cans as containers for perishable products. Always limited, the shortage of tin cans will make it even more difficult to obtain the product, it is asserted, with a resultant serious hampering of Arizona enterprises.

On account of the small quantities of certain of these products, demanded by the public, and the comparative small value and price of the size purchased, the tin can is said to be the only suitable receptacle for these food-stuffs. Glass jars, or bottles, it is declared, are too expensive, and would cost probably more than the contents, which eliminates the possibility of their use as an alternative, while the necessity of excluding the air, precludes the adaptability of cardboard cartons, in which milk is sold in some cities, when it is to be carried but a short distance.

STATE RESERVES PLAN APPEALING

Many inquiries have been received at the office of the adjutant general at the state house in regard to the coming organization of the reserve battalion, which it has been stated is to be formed for the protection of the citizens and their property.

"Yuma is the latest town to declare that it wishes to be included in the reserve battalion," said Colonel Harris,

adjutant general, yesterday. Colonel Harris is to have the duty of organizing the new state militia.

"The regular procedure in organizing the reserve battalion," Colonel Harris added, "will be for the citizens of the towns who wish to be represented among the companies to secure the necessary signatures of prospective members. These petitions then will be presented to the governor for his approval and his final selection of the towns. The company personnel must contain not less than one hundred names, that being the minimum, according to the state law."

The government appeal agents are sending instructions to all local boards in the country to appeal all cases of dependencies where the registrant claims exemption on account of a dependent wife and who has been married since May, 1917, according to an announcement made yesterday by Charles W. Harris, adjutant general.

"It has been reported to the provost marshal general," stated Colonel Harris,

that local boards have been giving permits for men within the draft age on their registration lists to go abroad to enlist in the forces of other powers. Of course, this is an error, and this office has been instructed to issue the necessary corrective instructions. In other words, the local boards cannot give permission to any registered man to enlist in any army except that of the United States."

NEW INDEBTEDNESS CERTIFICATES OUT

[Republican A. P. Leased Wire]
WASHINGTON, Jan. 17.—As the first financial step in preparation for the third liberty loan, Secretary McAdoo tonight announced a new issue of \$400,000,000 treasury certificates of indebtedness, bearing 4 per cent from January 22 and payable April 22. Subscriptions will be received by federal reserve banks at par and accrued interest until January 29 and payment must be made by that date. The certificates will be received in payment of third liberty loan subscriptions.

This arrangement indicates that the first payment on the third liberty loan will be on or about April 22 and that if

the same plan of installment payments is maintained for the third as for the second loan, the bond selling campaign will begin in March. For the second loan, the first payment was made two weeks after the close of the month's campaign.

BRING DOWN TWO

[Republican A. P. Leased Wire]
ITALIAN HEADQUARTERS IN NORTHERN ITALY, Jan. 16.—(By the Associated Press).—Two of the air-fights yesterday were particularly moving. Lieutenant St. Caron, a noted shot, attacked a German machine at 12,000 feet. He crippled the machine at the third shot and put six shots in the head of the aviator and seven in the head of the pilot, the machine and its occupants tumbling in a dizzying spiral. Later, Captain Zobell brought down another machine which fell at Pozza.

Do not wait till tomorrow—phone that WANT AD. to The Republican and dispose of, or get what you want.

The Geo. F. Merryman Co.
Undertakers and Embalmers
124 N. Second Ave.
Telephone 651

THE ARIZONA SCHOOL of MUSIC

(Fourteenth Year)

Offers unexcelled opportunities for the study of

Piano, Voice, Violin,
Mandolin, Guitar, Banjo,
Expression, Languages,
Dancing, Harmony,
History of Music, Opera
Chorus Dancing

New classes now forming in

ESTHETIC AND BALLROOM DANCING.

Call for information or Phone 1009

CAN SHORTAGE IN ARIZONA TO BECOME ACUTE

Closing of the manufacturing for five days, decided upon by the government, will have a direct effect on local industries dependent upon the supply of tin cans as containers for perishable products. Always limited, the shortage of tin cans will make it even more difficult to obtain the product, it is asserted, with a resultant serious hampering of Arizona enterprises.

On account of the small quantities of certain of these products, demanded by the public, and the comparative small value and price of the size purchased, the tin can is said to be the only suitable receptacle for these food-stuffs. Glass jars, or bottles, it is declared, are too expensive, and would cost probably more than the contents, which eliminates the possibility of their use as an alternative, while the necessity of excluding the air, precludes the adaptability of cardboard cartons, in which milk is sold in some cities, when it is to be carried but a short distance.

STATE RESERVES PLAN APPEALING

Many inquiries have been received at the office of the adjutant general at the state house in regard to the coming organization of the reserve battalion, which it has been stated is to be formed for the protection of the citizens and their property.

"Yuma is the latest town to declare that it wishes to be included in the reserve battalion," said Colonel Harris,

OUR ANNUAL ONE WEEK January Sale

Continues Until This Saturday Night

THERE are many beautiful designs of Genuine Sun-fast Drapery left for you to choose from at **\$1.20** per yard. Regular prices **\$1.50, \$1.75 and \$2.00** per yard.

Numerous designs of ecru and white nets at **35c, 40c, 50c, 80c** per yard, which is about half of their regular value.

In the rug department you will find many room size rugs in very attractive patterns at substantial reductions. Throughout the house are various odd pieces of furniture, for the bed room, living room and dining room. They are all quoted much below our regular prices and will surely interest you.

Buck's Heating Stoves and Ranges are a household word. We are showing the full line and can save you money on a heater or cook stove, that will not only give the maximum amount of heat for the minimum amount of fuel consumed, but are built for years of service.

HOME
OF IDEAL
FIRELESS
COOK
STOVES

Dorris-Heyman Furniture Co.

Arizona's Leading Housefurnishers

HOME
OF
HOOSIER
KITCHEN
CABINETS